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Winter Edition



NAVFAC EFD Pacific Pearl Harbor

Transportation Equipment Management Center (TEMC)

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The Rainbow Connection

FROM THE DIRECTOR

Laurie Wilson

Happy New Year and welcome 2004! 2004 came rushing in so quickly that I am still trying to figure out what happened to part of 2003!!

2004 really started out with a bang for us at NAVFAC EFD Pacific (formerly PACDIV) TEMC. On January 5, our TEMC Director, **Steve Mortimer** was activated from his military reserve status to active duty status in the U. S. Army for possibly up to one year! Today's world events have held many changes for each and every one of us and especially for our military men and women who work to defend our country today. To you we send our thanks and wish a very speedy return to **LTCOL Mortimer!**

As Steve has mentioned in past newsletters, the number one force that remains constant in our business is "**CHANGE**"! You will notice that there are a few changes in effect now and many more new changes coming to you in how (and where) we do business at NAVFAC EFD Pacific TEMC!

As we started into the first quarter of FY2004, NAVFAC EFD Pacific TEMC relocated to a new facility and we were assigned new telephone numbers. To coincide with the move, we also migrated to NMCI so all of our email addresses also changed. Please note our new numbers and email addresses so that we can stay in contact. At the same time as our move, our secretary, Shari Plummer, accepted a new position and moved on from TEMC! Good luck Shari!

As times change and budgets dwindle, we will be moving to an electronic

"only" version of the Rainbow Connection. We will try to make sure everyone that wants a copy is added to our distribution list, so please ask around, and if any one wants to be added to the distribution list, have them drop us a line and we will be sure to add them.

Each quarter, **Melisa Akuna** and **Kathy Oshiro** work very hard to send your quarterly vehicle inventory reports to you for validation. Due to changes that came our way with implementation of NMCI, we are also going to become electronic with our quarterly reports. Each quarter, an electronic version of the Construction, Automotive, and Specialized Equipment Management Information System (CASEMIS) will be forwarded to each of our Transportation points of contact. If you want the report to go to an alternate contact, please notify **Melisa** or **Kathy** so they can change the distribution list. Please note that each report requires a response and will have a reporting deadline!

Another big change for the Transportation Family is the retirement of **Mr. Marty Wurbs** who was Code 700, Transportation Director of Public Works Center San Diego and the Regional Transportation ACOS for COMNAVREG-SOUTHWEST. Marty, we wish you "Fair winds and following seas"! We would also like to welcome **Ms. Sharyl Carter** who was selected to replace Marty! Sharyl, we look forward to working with you!!!

Finally, I would like to thank everyone for his or her dedication and hard work that went into the FAST report this year! We were able to complete and submit the report to higher authority on time and the final results look pretty good! Our acquisition of AFV Light Duty covered vehicles reached 86%! However, we have only reached a 9% reduction of petroleum fuel consumption in the mandated 20% that we must reach by 2005.

In closing, all of us on the TEMC staff wish you a very happy and prosperous New Year!!!!

Laurie

**FAST Reports**

“part of our instructions say the only GSA data you must input is the GSA inventory numbers by fuel type. No other GSA data is required”

Another FAST Year Gone by Becky Fraley, NAVFAC EFD Pacific TEMC

It is hard to believe another year of FAST has been here and gone, isn't it? Many of you thought you could not survive another year of FAST, but not only did you survive, you are actually improving! Now, before you let that go to your head and think you have it all figured out, notice I did say “improving”. There were still a few areas that we had some problems with, so I will give you a quick rundown of where you need to really focus this year, and I am confident you will have it mastered by the time the FAST report is due (or at least until they change the report again!).

1. Many of the activity CASEMIS inventories were not accurate or current when compared with what the activity had submitted in their FAST report. This is one of the most critical areas in our reporting requirements and can cause a tremendous loss of time trying to correct inventories at the last minute. If there is one area that needs the most attention to detail, it is your CASEMIS. Your CASEMIS can literally “make or break” your FAST report. I cannot stress enough how important it is to ensure accuracy in the main reporting elements (fuel type; fuel configuration; GVW; special designations; 4X2/4X4; truck cab configuration) as it affects our overall reporting results. This also includes an accurate count of inventory and new acquisitions.

2. Several activities were reporting the wrong type of fuel used in their alternative-fuel vehicles (i.e. M-85 in an E-85 vehicle). This causes unnecessary errors that have to be corrected and can be avoided if you can become more aware of the fuel type when making your selection. Another problem noted was entering partial fuel data vice all data needed in fields (NU or GGE and fuel cost are required).

3. With as much as you do have to report, I am surprised you have not caught on to the part of our instructions that say the only GSA data you must input is the GSA inventory numbers (by fuel type). No other GSA data is required (miles, fuel quantities, maintenance costs, etc.). In fact, when you do put other GSA data in the fields, we (TEMC) have to search each screen and remove the data to prevent double entries when we upload data provided by GSA. Let's save ourselves some time for something more valuable (like reconciling your quarterly CASEMIS reports!).

4. And finally, most of you seem to “forget” to answer the questions at the top of Sections 2 and 3. I know it looks intimidating when you open up the worksheets that are associated with the questions, but if you call for assistance, you will find it really is not that difficult or time-consuming. It truly only takes about 5-10 minutes to answer the questions, and they do have to be answered!!

So, let's make it easier on both of us next year...please call us if you need any assistance in filling out any part of your FAST report, including the questions, deal? It will be much faster and better if we work through this together and get it right (and accurate) the first time.

Are You Using the Right Fuel in Your Vehicle? by John Aracich, NAVFAC

Have you ever wondered why there are so many different grades of gasoline at the pumps these days? Gasoline is classified by their "octane" rating. But, what does the octane rating mean? Octane rating is used to rate the volatility of gasoline. The lower the rating, the easier it is for the gasoline to burn. It is based on the gasoline's ability to resist pre-ignition, or engine knock. Gasoline is a hydrocarbon fuel made up of many carbon and hydrogen atoms chained together. Two of these *chains* are isooctane and n-heptane. These two compounds are used to rate the knock resistance of all gasoline blends. Gasoline that is a mixture of 87% isooctane and 13% n-heptane would be rated at 87 octane. The octane ratings for regular-grade fuel range from 85 to 87, mid-grades 88 to 90, and 91 and higher are premium. All octane does is prevent knock. There is no benefit in using a higher grade of gasoline than recommended by the vehicle manufacturer. The newer fuel injected and computer controlled vehicles have inbuilt adjustments for the most efficient burning of the air fuel mixture. Fuel grade requirements are set by the engine design, which operate at optimum settings. Premium fuel does not necessarily pack more energy content than does regular, and will have little or no effect on the performance of the vehicle.

A recently conducted audit of the Fleet Credit Card Program (FCC) indicated a large number of unnecessary fuel purchases, by as much as \$160,000, for premium grade gasoline. In accordance with

Federal Management Regulation 41 CFR 102-34.335, motor vehicle operators should only use the grade of fuel recommended by the motor vehicle manufacturer, and not use premium fuel unless the motor vehicle specifically requires premium grade gasoline. Operators are encouraged to utilize self-service fuel pumps to the fullest extent possible to minimize the cost of fuel purchases.

Based on this information, the following guidelines are issued to drivers:

- a. If the vehicle you are driving is a bi-fuel vehicle (operates on gasoline and/or an alternative fuel), purchase the alternative fuel as a first choice.
- b. If the alternative fuel is unavailable, use the lowest grade of gasoline recommended by the vehicle manufacturer.
- c. Always use self-service pumps vice full service pumps, if available.

As of October 2003, the Navy eBusiness Operations Office at Mechanicsburg, PA, has assumed oversight of the FCC program. A new Navy eBusiness Office Instruction outlining use of the FCC is in the process of being written. This instruction will be published as a separate, stand-alone document and will be incorporated into the NAVFAC P-300 (Management of Civil Engineering Support Equipment). The new eBusiness Office Instruction is scheduled to be published by 30 March 2004.



"Motor vehicle operators should only use the grade of fuel recommended by the motor vehicle manufacturer"

"If the vehicle you are driving is a bi-fuel vehicle, purchase the alternative fuel as a first choice"

New GSA Alternative Fuel Vehicle (AFV) Surcharge by Lynne Shimazu, NAVFAC EFD Pacific TEMC

For those of you who have GSA fleets, you should have been notified recently via a letter from CNO (18 Nov 03), informing you of the change in the Alternative Fuel Vehicle (AFV) surcharge amount you are

paying to GSA. We also forwarded the letter via an email on 8 December 03. The surcharge increased from \$5 to \$8 per vehicle per month for fiscal year 2004. This surcharge is applicable to the entire fleet of non-tactical light duty

vehicles leased for use in the 50 United States by Navy activities. If you did not receive a copy of this letter and would like one, contact me and I will forward it to you.

GSA Reports Carryout by Merry Herron, NAVFAC EFD Pacific TEMC

The GSA Fleet Drive Thru website (<http://gsaa0.fss.gsa.gov/milexpw/>) is full of information about your GSA vehicles. By selecting Reports Carryout, you can download all the GSA vehicles under your BOAC. The information available consists of: vehicle number, VIN, SIN, model, year, GSA equipment code, vehicle type, average monthly miles, last month's meter, current meter, assignment date, fuel type, monthly lease cost, per mile cost, optional equipment costs.

Once you download this information from the website, you have a wealth of data at your fingertips. By saving the data to an Excel spread-

sheet, you can look at the information from many different angles. For example, sorting on the year column, you can easily determine the oldest vehicles in your fleet; by sorting on the mileage, the highest and lowest mileages; by sorting on model, the number of Explorers.

The average monthly miles, for example, can be used to anticipate mileage charges. Average monthly miles multiplied by the per mile rate gives you the average monthly mileage cost; multiply that by 12 and you have the cost for a year.

The standard item number (SIN) is the standard for the particular vehicle the year it

was purchased. Optional equipment rate is in a separate column. GSA can give you the cost of the options before the vehicle is ordered.

The information available in Reports Carryout is useful and vital to monitoring your GSA fleet. Unlike the Navy, GSA can make mistakes; they might assign a vehicle to you that is not yours or they might have it coded incorrectly. Verify the information periodically—it might just save you some money. One thing to keep in mind; once mileage has been entered, any changes you make will not show up on your bill until the following month.



Alternatives by Larry Bates, NAVFAC EFD Pacific TEMC

Back at the end of the last century, laws were implemented that were not very popular among many in the transportation business. These laws mandated that we do business in a different way. We were forced to buy vehicles that polluted less and would achieve increased gas mileage. We had to learn new and strange terms like E-85, bi-fuel, biodiesel, and many others. Then they made us start reporting how we were doing all these things. Things that we really did not have time to worry about. And they called it FAST, but it really was not. Things were dark and bleak at the end of the last century and there were few alternatives.

Now that we are into the twenty-first century and have had time to realize that these things they have been telling us to do are actually good things, even FAST has become a little faster, if they don't change it again. With the new century comes new hope that things will be better. We can actually

get alternative-fueled vehicles and the fuel to use in them. Hopefully, we have all become more proactive in using alternative fuels. One of the most important things we can do to make work easier is educate our customers and operators in the how's and why's of alternative fuels. These are the people you are going to depend on to implement the use of alternative fuels. If they do not understand the importance of using it, then they will probably just fill the vehicles with regular unleaded gasoline because that's what they are used to doing. Send out emails or put articles in the base paper from time to time explaining the use and reasons for alternative fuel. Print up and pass out instructions to operators for using alternative fuel when checking out vehicles.

It has been an uphill battle for all of us to implement the alternative fuels programs. We are still struggling in some cases, but it is getting easier as more and more people and organizations get involved. There is a lot more support out there now compared to just a couple of years ago. Take

advantage of them and get involved. Join your local organizations such as Clean Cities. They can give you a lot of resources you may not be aware of in other areas of transportation along with alternative fuels. The requirement to use alternative fuels is becoming more stringent. By being active in these organizations, you may be able to insure that these fuels will be available conveniently near your base.

There is a wealth of information online. Take some of that time you don't have and do a little research. Here are some sources:

GSA Vehicle Views:
www.gsa.gov/vehiclepolicy

U.S. Department of Energy Alternative Fuels Data Center: www.afdc.doe.gov

AltFuels ADVISOR: www.AltFuels.com

Clean Cities: www.cccities.doe.gov

Equipment Code (EC) Updates by Mavis Oshiro, NAVFAC EFD Pacific TEMC

With so many GSA vehicles in our fleets, it is particularly important that your Navy equipment codes (ECs) are accurately recorded in CASEMIS.

Your GSA Replacement Plan is based on your inventory objectives (IOs), which are set with Navy ECs. Navy ECs are used to identify the O&MN funding required to lease, operate, and maintain the Navy's Civil Engineering Support Equipment (CESE). Processing OPN funds to procure alpha code O-Z CESE in CONUS and alpha codes A-Z overseas also relies on knowing the correct Navy ECs. Evolutions that are directly affected by Navy ECs include the Fleet Automotive Statistical Tool (FAST) reporting and other data calls mandated by Executive Orders or our higher echelons.

To assist us in accurately reporting the GSA vehicles using the appropriate Navy ECs, a list of corresponding Navy and GSA ECs has been established. As you may have noticed during FAST inputting, Federal Standard Item Numbers (SINs) change from year to year. Therefore, SINs were not included in the lists provided on pages 6 through 9.

To keep in alignment with vehicle categories in FAST, a few changes were made between Navy and GSA EC match-ups. One significant change is with the SUVs, both 4x2 and 4x4. Although GSA has three GVW ranges, the medium size (6,000 to 8,499 lbs GVW) will be included in the Navy ECs for

SUVs less than 6,000 lbs GVW (0305 for 4x4s and 0308 for 4x2s).

Another realignment of EC match-ups concerns modular ambulances. Listed below are the Navy ECs and short descriptions available:

<u>Navy EC</u>	<u>Short Description</u>
0331	Patient Transport Van
0332	Field Ambulance, 4x4
0333	Van Conversion Ambulance
0334-01	Modular Body Ambulance, 4x2
0334-04	Modular Body Ambulance, 4x4

The field ambulance, which is 4x4, EC 0332, has a higher ground clearance than the 4x4 modular body ambulance, 0334-04. Field ambulances are still procured for BUMED activities overseas.

For domestic BUMED activities that were converted to GSA, field ambulances are not available from GSA. GSA has two types of modular body ambulances: one with a truck cab and the other with a van cab. Both cab types are available as 4x2s and 4x4s. The Navy does not differentiate between the truck and van type cabs for modular ambulances. The lease costs for the truck cab modular ambulances are more than the van modular ambulances. Therefore, when submitting your GSA Replacement Plan, it is important that you identify the correct type of cab you prefer and are aware of the corresponding costs.

Here is a visual breakdown:

TYPE I (GSA STD ITEM 211)



Truck Cab Modular Ambulance		
GSA EC		Navy EC
3180	(4x2)	0334-01
3181	(4x4)	0334-04

TYPE III (GSA STD ITEM 213)



Van Cab Modular Ambulance		
GSA EC		Navy EC
3188	(4x2)	0334-01
3189	(4x4)	0334-04

FY04 GSA Rates Passenger Carrying Vehicles

GSA Equip Code	NAVY Equip Code	GSA Vehicle Description	Passenger Type	Capacity	Drive	GSA Monthly (Incl Surcharge)	GSA Annual Rate (Incl Surcharge)	GSA Mileage Rate
1100	0102-00	Sedan, Midsize		5	4x2	\$259	\$3,108	\$0.125
1125	0114-02	Sedan, Midsize, Special Services		5	4x2	\$304	\$3,648	\$0.135
1126	0114-00	Sedan, Midsize, Police Pursuit		5	4x2	\$346	\$4,152	\$0.140
1200	0104-02	Sedan, Compact		5	4x2	\$176	\$2,112	\$0.105
1225	0114-02	Sedan, Compact, Special Services		5	4x2	\$228	\$2,736	\$0.120
1300	0103-00	Sedan, Subcompact		4	4x2	\$156	\$1,872	\$0.095
1426	0114-00	Sedan, Large, Police Pursuit		5	4x2	\$373	\$4,476	\$0.160
2000	0210-00	Station Wagon, Subcompact		4	4x2	\$188	\$2,256	\$0.090
2100	0210-02	Station Wagon, Compact		4	4x2	\$244	\$2,928	\$0.105
2200	0210-00	Station Wagon, Midsize		5	4x2	\$380	\$4,560	\$0.090
3150	0331-01	Patient Transport Vehicle	Litter	2	4x2	\$421	\$5,052	\$0.200
3180	0334-01	Type 1, Conven Cab & Chassis	Litter	2	4x2	\$628	\$7,536	\$0.315
3181	0334-04	Type 1, Conven Cab & Chassis	Litter	2	4x4	\$664	\$7,968	\$0.340
3184	0333-00	Type 2, Forward Cont Van, Intr. Body	Litter	2	4x2	\$463	\$5,556	\$0.285
3185	0333-01	Type 2, Forward Cont Van, Intr. Body	Litter	2	4x4	\$490	\$5,880	\$0.315
3188	0334-01	Type 3, Forward Cont Van, Mod Body	Litter	2	4x2	\$545	\$6,540	\$0.290
3189	0334-04	Type 3, Forward Cont Van, Mod Body	Litter	2	4x4	\$587	\$7,044	\$0.315
3226	0063-02	School, Conventional	Children	60	4x2	\$580	\$6,960	\$0.360
3240	0061-02	Conventional	Adult	20	4x2	\$557	\$6,684	\$0.350
3244	0063-03	Conventional	Adult	36	4x2	\$601	\$7,212	\$0.380
3256	0065-00	Forward Control	Adult	44	4x2	\$668	\$8,016	\$0.360
3286	0070-00	Transit, OEM, City Type	Adult	44	4x2	\$1,108	\$13,296	\$0.455

FY04 GSA Rates Light and Medium Fleets

GSA Equip Code	NAVY Equip Code	GSA Vehicle Description	Drive	GVWR	GSA Monthly Rate	GSA Monthly Surcharge	GSA Annual Rate (Incl Surcharge)	GSA Mileage Rate
4100	0308-02	Sport Utility, 2-Door	4x2	<6,000	\$199	\$207	\$2,484	\$0.130
4110	0329-07 0329-08	Van, Cargo	4x2	<6,000	\$197	\$205	\$2,460	\$0.130
4111	0329-00	Van, Cargo, with Windows	4x2	<6,000	\$197	\$205	\$2,460	\$0.130
4115	0330-08	Van, 7 Passenger	4x2	<6,000	\$205	\$213	\$2,556	\$0.130
4120	0319-01 0319-02 0319-03 0319-04	Compact Pickup, Regular Cab	4x2	<6,000	\$184	\$192	\$2,304	\$0.125
4121	0319-00	Compact Pickup, Extended Cab	4x2	<6,000	\$189	\$197	\$2,364	\$0.125
4122	0327-0C	Compact Pickup, Crew Cab	4x2	<6,000	\$189	\$197	\$2,364	\$0.125
4140	0308-00	Sport Utility, Special Services	4x2	<6,000	\$216	\$224	\$2,688	\$0.155
4143	0308-00	Sport Utility, Special Services	4x2	<6,000	\$255	\$263	\$3,156	\$0.155
4144	0336-00	Van, Special Services	4x2	<6,000	\$204	\$212	\$2,544	\$0.155
4145	0319-00	Comp Pickup, Special Services	4x2	<6,000	\$203	\$211	\$2,532	\$0.145
4146	0319-00	Comp Pickup, Ext Cab, Sp Serv	4x2	<6,000	\$209	\$217	\$2,604	\$0.155
4175	0308-04	Sport Utility, 4-Door	4x2	<6,000	\$239	\$247	\$2,964	\$0.135
4200	0308-00	Sport Utility, 2-Door	4x2	6,000-8,499	\$218	\$226	\$2,712	\$0.145

FY04 GSA Rates Light and Medium Fleets

GSA Equip Code	NAVY Equip Code	GSA Vehicle Description	Drive	GVWR	GSA Monthly Rate	GSA Monthly Surcharge	GSA Annual Rate (Incl Surcharge)	GSA Mileage Rate
4210	0329-00	Van, Cargo	4x2	6,000-8,499	\$216	\$224	\$2,688	\$0.145
4211	0329-00	Van, Cargo, with Windows	4x2	6,000-8,499	\$216	\$224	\$2,688	\$0.145
4215	0330-01	Van, 8 Passenger	4x2	6,000-8,499	\$225	\$233	\$2,796	\$0.145
4241	0308-00	Sport Utility, Special Services	4x2	6,000-8,499	\$236	\$244	\$2,928	\$0.160
4242	0313-00	Pickup, Special Services	4x2	6,000-8,499	\$213	\$221	\$2,652	\$0.160
4243	0308-00	Sport Utility, Special Services	4x2	6,000-8,499	\$293	\$301	\$3,612	\$0.170
4244	0336-00	Van, Special Services	4x2	6,000-8,499	\$265	\$273	\$3,276	\$0.160
4250	0313-02	Standard Pickup, Regular Cab	4x2	6,000-8,499	\$197	\$205	\$2,460	\$0.155
4251	0313-00	Standard Pickup, Extended Cab	4x2	6,000-8,499	\$202	\$210	\$2,520	\$0.155
4252	0327-00	Standard Pickup, Crew Cab	4x2	6,000-8,499	\$218	\$226	\$2,712	\$0.155
4255	0722-02	Service Utility Truck	4x2	6,000-8,499	\$224	\$232	\$2,784	\$0.155
4257	0722-00	Service Utility Truck, Ext Cab	4x2	6,000-8,499	\$230	\$238	\$2,856	\$0.155
4275	0308-00	Sport Utility, 4-Door	4x2	6,000-8,499	\$281	\$289	\$3,468	\$0.155
4310	0329-02	Van, Cargo	4x2	8,500-12,499	\$245	\$253	\$3,036	\$0.145
4311	0329-00	Van, Cargo, with Windows	4x2	8,500-12,499	\$245	\$253	\$3,036	\$0.145
4313	0722-04	Van, Maint Conversion	4x2	8,500-12,499	\$245	\$253	\$3,036	\$0.145
4315-12	0330-03	Van, 12 Passenger	4x2	8,500-12,499	\$253	\$261	\$3,132	\$0.145
4315-15	0330-05	Van, 15 Passenger	4x2	8,500-12,499	\$253	\$261	\$3,132	\$0.145
4342	0342-00	Pickup, Special Services	4x2	8,500-12,499	\$251	\$259	\$3,108	\$0.185
4344	0336-01	Van, Special Services	4x2	8,500-12,499	\$345	\$353	\$4,236	\$0.160
4350	0342-02	Standard Pickup, Regular Cab	4x2	8,500-12,499	\$232	\$240	\$2,880	\$0.160
4351	0342-00	Standard Pickup, Extended Cab	4x2	8,500-12,499	\$238	\$246	\$2,952	\$0.160
4352	0327-02	Standard Pickup, Crew Cab	4x2	8,500-12,499	\$251	\$259	\$3,108	\$0.160
4355	0722-06	Service Utility Truck	4x2	8,500-12,499	\$251	\$259	\$3,108	\$0.165
4356	0722-00	Service Utility Truck, Crew Cab	4x2	8,500-12,499	\$292	\$300	\$3,600	\$0.165
4357	0722-00	Service Utility Truck, Ext Cab	4x2	8,500-12,499	\$269	\$277	\$3,324	\$0.165
4365	0362-01	Delivery Van, Cut-off Cab	4x2	8,500-12,499	\$288	\$296	\$3,552	\$0.190
4365	0362-02	Delivery Van, Cut-off Cab	4x2	8,500-12,499	\$288	\$296	\$3,552	\$0.190
4366	0345-02	Multistop Van (FC) Truck	4x2	8,500-12,499	\$288	\$296	\$3,552	\$0.190
4375	0308-00	Sport Utility, 4-Door	4x2	8,500-12,499	\$292	\$300	\$3,600	\$0.160
4380	0343-01 0343-02 0343-04	Stake Truck, Regular Cab	4x2	8,500-12,499	\$251	\$259	\$3,108	\$0.165
4381	0343-00	Stake, Crew Cab	4x2	8,500-12,499	\$281	\$289	\$3,468	\$0.165
4382	0343-00	Stake, Extended Cab	4x2	8,500-12,499	\$267	\$275	\$3,300	\$0.165
6100	0305-02	Sport Utility, 2-Door	4x4	<6,000	\$219	\$227	\$2,724	\$0.135
6110	0329-00	Van, Cargo	4x4	<6,000	\$225	\$233	\$2,796	\$0.155
6111	0329-00	Van, Cargo, with Windows	4x4	<6,000	\$225	\$233	\$2,796	\$0.155
6115	0330-00	Van, Passenger	4x4	<6,000	\$236	\$244	\$2,928	\$0.155
6120	0321-02	Compact Pickup, Regular Cab	4x4	<6,000	\$199	\$207	\$2,484	\$0.140
6121	0321-00	Compact Pickup, Extended Cab	4x4	<6,000	\$205	\$213	\$2,556	\$0.140
6122	0355-0C	Compact Pickup, Crew Cab	4x4	<6,000	\$205	\$213	\$2,556	\$0.140
6140	0305-00	Sport Utility, Special Services	4x4	<6,000	\$236	\$244	\$2,928	\$0.160
6142	0321-00	Pickup, Special Services	4x4	<6,000	\$214	\$222	\$2,664	\$0.170
6143	0305-00	Sport Utility, Special Services	4x4	<6,000	\$304	\$312	\$3,744	\$0.170
6144	0321-00	Comp Pickup, Ext Cab, Sp Serv	4x4	<6,000	\$220	\$228	\$2,736	\$0.170
6175	0305-04	Sport Utility, 4-Door	4x4	<6,000	\$282	\$290	\$3,480	\$0.140

FY04 GSA Rates Light and Medium Fleets

GSA Equip Code	NAVY Equip Code	GSA Vehicle Description	Drive	GVWR	GSA Monthly Rate	GSA Monthly Surcharge	GSA Annual Rate (Incl Surcharge)	GSA Mileage Rate
6200	0305-00	Sport Utility, 2-Door	4x4	6,000-8,499	\$262	\$270	\$3,240	\$0.155
6221	0316-00	Compact Pickup, Extended Cab	4x4	<6,000	\$224	\$232	\$2,784	\$0.155
6240	0305-00	Sport Utility, Special Services	4x4	6,000-8,499	\$288	\$296	\$3,552	\$0.175
6242	0316-00	Pickup, Special Services	4x4	6,000-8,499	\$251	\$259	\$3,108	\$0.175
6243	0305-00	Sport Utility, Special Services	4x4	6,000-8,499	\$339	\$347	\$4,164	\$0.175
6250	0316-01	Standard Pickup, Regular Cab	4x4	6,000-8,499	\$233	\$241	\$2,892	\$0.165
6251	0316-00	Standard Pickup, Extended Cab	4x4	6,000-8,499	\$241	\$249	\$2,988	\$0.165
6252	0355-00	Standard Pickup, Crew Cab	4x4	8,500-12,499	\$254	\$262	\$3,144	\$0.165
6275	0305-00	Sport Utility, 4-Door	4x4	6,000-8,499	\$315	\$323	\$3,876	\$0.160
6342	0348-00	Pickup, Special Services	4x4	8,500-12,499	\$281	\$289	\$3,468	\$0.205
6343	0317-00	Sport Utility, Special Services	4x4	8,500-12,499	\$355	\$363	\$4,356	\$0.205
6350	0348-02	Standard Pickup, Regular Cab	4x4	8,500-12,499	\$268	\$276	\$3,312	\$0.205
6351	0348-00	Standard Pickup, Extended Cab	4x4	8,500-12,499	\$279	\$287	\$3,444	\$0.205
6352	0355-02	Standard Pickup, Crew Cab	4x4	8,500-12,499	\$300	\$308	\$3,696	\$0.205
6355	0722-31	Service Utility Truck	4x4	8,500-12,499	\$287	\$295	\$3,540	\$0.215
6356	0722-00	Service Utility Truck, Crew Cab	4x4	8,500-12,499	\$311	\$319	\$3,828	\$0.215
6357	0722-32	Service Utility Truck, Ext Cab	4x4	8,500-12,499	\$300	\$308	\$3,696	\$0.215
6375	0317-02	Sport Utility, 4-Door	4x4	8,500-12,499	\$332	\$340	\$4,080	\$0.195
6380	0343-00	Stake Truck, 2-Door	4x4	8,500-12,499	\$287	\$295	\$3,540	\$0.220
6381	0343-00	Stake Truck, Crew Cab	4x4	8,500-12,499	\$311	\$319	\$3,828	\$0.220
6382	0343-00	Stake Truck, Ext Cab	4x4	8,500-12,499	\$300	\$308	\$3,696	\$0.220
7210	0525-01 0525-02	Stake Truck, 2-Door	4x2	12,500-23,999	\$310	\$318	\$3,816	\$0.285
7214	0525-00	Stake Truck, 2-Door	4x4	12,500-23,999	\$319	\$327	\$3,924	\$0.280
7215	0525-00	Stake Truck, Crew Cab	4x4	12,500-23,999	\$337	\$345	\$4,140	\$0.280
7220	0525-01 0525-02	Stake Truck, 2-Door	4x2	12,500-23,999	\$344	\$352	\$4,224	\$0.335
7300	0525-00	Stake Truck, Crew Cab	4x2	12,500-23,999	\$290	\$298	\$3,576	\$0.250
7310	0525-00	Stake Truck, Crew Cab	4x2	12,500-23,999	\$334	\$342	\$4,104	\$0.300
7400	0527-01	Delivery Van, Cut-off Cab	4x2	12,500-23,999	\$290	\$298	\$3,576	\$0.250
7410	0527-01	Delivery Van, Cut-off Cab	4x2	12,500-23,999	\$334	\$342	\$4,104	\$0.300
7420	0527-01	Delivery Van, Cut-off Cab	4x2	12,500-23,999	\$370	\$378	\$4,536	\$0.360
7600	0722-00	Service Utility with Cab	4x2	12,500-23,999	\$290	\$298	\$3,576	\$0.250
7604	0722-00	Service Utility with Cab	4x4	12,500-23,999	\$362	\$370	\$4,440	\$0.295
7610	0722-00	Service Utility with Cab	4x2	12,500-23,999	\$334	\$342	\$4,104	\$0.300
7614	0722-00	Service Utility with Cab	4x4	12,500-23,999	\$390	\$398	\$4,776	\$0.335
7620	0722-00	Service Utility with Cab	4x2	12,500-23,999	\$370	\$378	\$4,536	\$0.360
7700	0420-01	Multistop Van (FC) Truck	4x2	12,500-23,999	\$290	\$298	\$3,576	\$0.250
7800	0523-01	Dump Truck	4x2	12,500-23,999	\$290	\$298	\$3,576	\$0.250
7804	0523-00	Dump Truck	4x4	12,500-23,999	\$362	\$370	\$4,440	\$0.295
7810	0523-01	Dump Truck	4x2	12,500-23,999	\$334	\$342	\$4,104	\$0.300
7814	0523-00	Dump Truck	4x4	12,500-23,999	\$390	\$398	\$4,776	\$0.335

FY04 GSA Rates Heavy Equipment

GSA Equip Code	NAVY Equip Code	GSA Vehicle Description	Drive	GVWR	Fuel	GSA Monthly Rate	GSA Monthly Surcharge	GSA Annual Rate (Incl Surcharge)	GSA Mileage Rate
8040	0590-00	Van Body, Refrigerated	4x2	24,000-27,999	GED	\$504	\$512	\$6,144	\$0.795
8041	0590-00	Van Body, Refrigerated	4x2	28,000-31,999	GED	\$525	\$533	\$6,396	\$0.815
8042	0590-00	Van Body, Refrigerated	4x2	32,000-34,999	GED	\$546	\$554	\$6,648	\$0.850
8043	0590-00	Van Body, Refrigerated	4x2	35,000 & over	GED	\$565	\$573	\$6,876	\$0.875
8510	0603-01	Stake and Platform	4x2	24,000-27,999	DED	\$364	\$372	\$4,464	\$0.360
8511	0603-00	Stake and Platform	4x2	28,000-31,999	DED	\$386	\$394	\$4,728	\$0.375
8512	0603-00	Stake and Platform	4x2	32,000-34,999	DED	\$407	\$415	\$4,980	\$0.390
8513	0603-00	Stake and Platform	4x2	35,000 & over	DED	\$427	\$435	\$5,220	\$0.410
8530	0605-01	Van Body	4x2	28,000-31,999	DED	\$439	\$447	\$5,364	\$0.400
8531	0605-00	Van Body	4x2	32,000-34,999	DED	\$460	\$468	\$5,616	\$0.420
8532	0605-00	Van Body	4x2	32,000-34,999	DED	\$481	\$489	\$5,868	\$0.445
8533	0605-00	Van Body	4x2	35,000 & over	DED	\$503	\$511	\$6,132	\$0.455
8540	0590-01	Van Body, Refrigerated	4x2	24,000-27,999	DED	\$519	\$527	\$6,324	\$0.455
8541	0590-00	Van Body, Refrigerated	4x2	28,000-31,999	DED	\$541	\$549	\$6,588	\$0.465
8542	0590-00	Van Body, Refrigerated	4x2	32,000-34,999	DED	\$562	\$570	\$6,840	\$0.480
8543	0590-00	Van Body, Refrigerated	4x2	35,000 & over	DED	\$583	\$591	\$7,092	\$0.495
8550	0602-00	Dump Body	4x2	24,000-27,999	DED	\$439	\$447	\$5,364	\$0.400
8551	0602-01	Dump Body	4x2	28,000-31,999	DED	\$460	\$468	\$5,616	\$0.420
8552	0602-00	Dump Body	4x2	32,000-34,999	DED	\$481	\$489	\$5,868	\$0.445
8553	0644-01	Dump Body	4x2	35,000 & over	DED	\$503	\$511	\$6,132	\$0.455
8560	0614-00	Tractor	4x2	24,000-27,999	DED	\$466	\$474	\$5,688	\$0.400
8561	0614-00	Tractor	4x2	28,000-31,999	DED	\$487	\$495	\$5,940	\$0.420
8562	0614-01	Tractor	4x2	32,000-34,999	DED	\$509	\$517	\$6,204	\$0.445
8563	0630-01	Tractor	4x4	35,000 & over	DED	\$519	\$527	\$6,324	\$0.455
8610	0528-01	Stake and Platform	4x4	24,000-27,999	DED	\$557	\$565	\$6,780	\$0.340
8611	0528-00	Stake and Platform	4x4	28,000-31,999	DED	\$572	\$580	\$6,960	\$0.360
8612	0528-00	Stake and Platform	4x4	32,000-34,999	DED	\$598	\$606	\$7,272	\$0.380
8613	0528-00	Stake and Platform	4x4	35,000 & over	DED	\$635	\$643	\$7,716	\$0.390
8710	0636-00	Stake and Platform	6x4	under 46,000	DED	\$651	\$659	\$7,908	\$0.395
8711	0636-00	Stake and Platform	6x4	46,000-53,999	DED	\$675	\$683	\$8,196	\$0.415
8712	0636-00	Stake and Platform	6x4	54,00-63,999	DED	\$705	\$713	\$8,556	\$0.430
8713	0636-00	Stake and Platform	6x4	64,000 & over	DED	\$729	\$737	\$8,844	\$0.440
8750	0644-00	Dump Body	6x4	under 46,000	DED	\$699	\$707	\$8,484	\$0.440
8751	0644-01	Dump Body	6x4	46,000-53,999	DED	\$709	\$717	\$8,604	\$0.450
8752	0644-00	Dump Body	6x4	54,00-63,999	DED	\$724	\$732	\$8,784	\$0.465
8753	0644-00	Dump Body	6x4	64,000 & over	DED	\$749	\$757	\$9,084	\$0.480
8760	0630-01	Tractor	6x4	under 46,000	DED	\$705	\$713	\$8,556	\$0.480
8761	0645-01	Tractor	6x4	46,000-53,999	DED	\$744	\$752	\$9,024	\$0.510
8762	0649-01	Tractor	6x4	54,00-63,999	DED	\$778	\$786	\$9,432	\$0.530
8763	0649-00	Tractor	6x4	64,000 & over	DED	\$813	\$821	\$9,852	\$0.550



Check out our new contact information on page 11.

Who's Minding the Phones? by Becky Fraley, NAVFAC EFD Pacific TEMC

As most of you know by now, we have recently moved to a new location and received new phone numbers as well. This move has also put us in a building with other divisions, and we no longer have the ability to answer only the TEMC's phones. As a result, we all have answering machines so that calls will not be missed. However, this does not mean all calls

will be immediately answered if that person is on leave or out of the office on travel. If you have left a message on a machine and have not received a call back within a short timeframe, you should try another number within the TEMC. We do not want to cause any delay in assisting you with whatever Transportation questions or issues you may have, so don't feel

bad about "calling" around if you need immediate help. Our goal is to continue to provide you with the best (and fastest) response to your needs. You can help us determine if we are meeting these needs by providing us with your feedback. Remember, if at first you don't succeed...try and try again...we will be here for you!!

What's New at the TEMC? by Kathy Tagawa, NAVFAC EFD Pacific TEMC

The past few months have been a challenge for me (and I am sure for some of the other TEMCers). We have been relocated (again!), and we also converted to NMCI. The TEMC has been relocated from our original roots on the third floor in Building 258, to Building 404, then to Building 402 (all within the Makalapa compound) and now to Building 550 across Kamehameha Highway. While packing for this move, I realized that I still had boxes from the past few moves that I had not unpacked yet. Could it be foresight on my part or just knowing the typical government bureaucracy? Although we are away from the main NAVFAC EFD Pacific compound, we are settling in very nicely in our new digs. The parking is great and we've all gained a larger cubicle and a lunchroom to boot. The only downside to this move is that we lost our lunch wagon and the Subway across the street. We now have to pack a lunch every day. Maybe this is the way to lose some weight?! The transition was made easier since other Base Operating Support (BOS) personnel who preceded us to Building 550 welcomed us with open arms. They have made us feel very welcome and helped us in every way possible. We have also renewed old friendships and made some new friends in the process.

In October 2003, the TEMC and other BOS personnel in Building 550 converted to NMCI. There were many obstacles to overcome and it took me a few weeks to feel comfortable with my NMCI computer. I am sure most of you know by now that our e-mail address under NMCI is as follows: first name.last name@navy.

REMINDER!!!!!!

FedFleet 2004: The Road to the Future is Now

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OFFICIAL BUSINESS

If you have any comments, suggestions, or articles of interest that you would like to submit for publication, please feel free to send them to our co-editors.

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